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MILITARY

MT-X MAY HELP COVER T-2 MISSIONS

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 5-6

[Text]

The ASDF has requested the TR&DI to have the MT-X next-generation medium trainer cover part of the T-2 missions after replacing the T-33 and T-1. As a result, the future jet training syllabus will provide for training with the T-3 initial trainer, the MT-X and combat aircraft in that order.

The present syllabus calls for 70 hours of training in the T-3, 85 hours in the T-1, 100 hours in the T-33, and 80 hours of basic training and 60 hours of combat training in the T-2. The MT-X will have to become operational by FY 1986 as the T-33s are planned to be phased out in the latter half of the 1980s. In the first stage, the MT-X will cover the 100-hour training period of the T-33. It will be used for flight training courses of the present T-1 and T-33 in the next stage. In that case, 20 hours for familiarization flights for a shift to the T-33 from the T-1 will be eliminated, reducing hours for that training phase to 165 hours from the current 185 hours.

In the third stage, basic training with the T-2 will be covered by the MT-X and combat training in combat-type aircraft. Basic training with the MT-X will be reduced to 60 hours as 20 hours of familiarization flights will be omitted. In the 60-hour period of combat training, flights using two-seater aircraft at frontline units will be increased to 45 hours from the current 30 hours.

To cover the partial T-2 missions, the maximum speed of the MT-X will be boosted to Mach 0.9. It is expected that 200 MT-X aircraft will be procured.

CSO: 4120

MILITARY

DELIVERY OF MSDF P-3C SET FOR EARLY 1981

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 6-7

[Text]

Of the eight P-3Cs covered in the first MSDF contract which was concluded in FY 1978, the first three aircraft ordered through the foreign military sales (FMS) contract will be delivered in the first half of 1981. The first one will be delivered to the MSDF in April, followed by the second in June and the third in July at the Lockheed Burbank Plant. These three P-3Cs will be used for training MSDF crews at the US Navy's Jacksonville facility. In December 1981, they will be ferried to Japan.

These aircraft will then be deployed at Atsugi Air Station. They will be mainly operated by the MSDF 51st Squadron for about a year for operational studies until the first P-3C squadron is activated.

Five aircraft under the first contract will be manufactured locally by KHI. Delivery will be made at a rate of one aircraft in May, July, and November of 1982 and in January and February of 1983. The first MSDF P-3C squadron will be made up with three Lockheed-built and five KHI-built aircraft.

CSO: 4120

MILITARY

FY 1981 SHIPBUILDING PLAN: PROSPECTS, PROBLEMS

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 7-9

[Text]

The Maritime Self-Defense Force (MSDF) plans to request in the FY 1981 defense budget funds for construction of 10 ships totaling 21,100 displacement tons. The ships for construction include one 4,500-ton DDG guided missile destroyer, three 2,900-ton DD destroyers, one 2,200-ton SSS submarine, one 120-ton PMX hydrofoil patrol boat, two 440-ton MSC mine-sweepers, one 3,600-ton AS submarine tender and one 1,100-ton AGS survey ship.

In addition to construction of these 10 ships, the MSDF plans to modernize two 3,100-ton Takatsuki class DDA destroyers under the Fleet Rehabilitation and Modernization (FRAM) Program. The FY '81 shipbuilding plan including the FRAM program being drafted by the MSDF will be approximately ¥280,000 million.

The MSDF hopes the plan will be approved by the internal bureaus of the Japanese Defense Agency (JDA) without many changes since no requests for funds for such major aircraft as the P-3C will be contained in the FY '81 defense budget draft.

Prospects and problems concerning the MSDF draft plan follow:

DDG

As the first ship of the two DDGs which the MSDF plans to construct under the present Medium-Term Defense Program (MTDP), it plans to request about ¥68,000 million in FY '81 for construction of a 4,500-ton all-gasturbine DDG which will be equipped with such weapons systems as the Harpoon and the CIWS.

One of the major questions on the new DDG will be selection of its COGAG powerplant. A combination of the TM3B Marine Olympus and the SM1A Marine Spey being proposed by Rolls-Royce/KHI and the IM-2000 of the General Electric/IHI design are listed as candidates. The Marine Olympus has been adopted for the DD and the DE funded since FY 1977 and is produced by KHI under Rolls-Royce license.

The Olympus has undergone more operational time than any competitive gasturbine engines and is in service with navies of many free world nations. Although the Marine Spey is still being developed, the British Navy is scheduled to begin running tests this fall and it will be ready for the new Japanese DDG program, sources say.

An IM-2000 unit has been delivered to IHI for running tests, which will last until the early part of August. It is a version of the General Electric LM-2500 which has been adopted by the United States Navy and other countries and is known to be very reliable.

In the circumstances, neither of the two candidates should cause any problems in operation, maintenance nor supply by the Japanese navy, observers agree.

DD

Ten 2,900-ton DD destroyers are being planned under the present MTDP. Five ships were funded during the period, FYs 1977-79. The MSDF has requested construction of three DDs with this fiscal year's budget, but only two were approved. The MSDF wants to request the national treasury for funds to construct three next fiscal year in order to recover the one that was not authorized. However, chances are that only two will be authorized due to emphasis placed on the DDG, inside sources say.

PM-X

The MSDF plans to purchase a modified version of the Boeing commercial jetfoil. It will be equipped with two Harpoon missile launchers, a 20mm CIWS and a chaff dispenser. The MSDF wants to procure an OPH type hydrofoil from Boeing in FY 1981 and to have MHI's Shimonoseki Dockyard modify it to meet MSDF armament requirements under Boeing's supervision. Procurement of more units will be considered after thorough evaluation.

SSS

A Harpoon armed submarine similar to the one funded this fiscal year will be requested in FY '81. This should be approved without any problems.

MSC

There appear to be no problems in authorization for construction of two MSCs because these will be merely replacements for older types which will be decommissioned.

AS

The MSDF request for this ship was not authorized in the FY '80 defense budget. It wants the new submarine tender to be funded next fiscal year because of the expected decommissioning of the ASR Chihaya now in service. The 3,600-ton ship will be equipped with a deep sea rescue vehicle (DSRV) in order to support deep sea operations of the MSDF submarine fleet.

AGS

Two will be constructed under the present MTDP. The first ship was authorized in FY '79 and the MSDF considers the second ship will be okayed without any problems since it will be a replacement of one now in service.

CSO: 4120

MILITARY

GSDf STUDIES MICROWAVE LANDING SYSTEM OPERATION

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 9-10

[Text]

The GSDF is promoting studies on field operation of the microwave landing system (MLS) for completion during the present MTDP as a future replacement for the ground-control approach (GCA) system. The GSDF is currently using GCA systems at its bases and mobile units for its helicopter operation.

The MLS is the latest system to ensure safe landing of a large number of aircraft and one unit is under development by the Ministry for Transport for planned use at domestic airports. The GSDF is expected to utilize this system as a basis of studies on smaller and mobile units suitable for GSDF requirements. The MLS the GSDF plans to develop is of the type that utilizes a time reference scanning beam (TRSB) according to sources.

Adoption of the MSL by the GSDF is expected during the next MTDP if current studies look feasible.

CSO: 4120

MILITARY

TAKEDA URGES EARLY IMPLEMENTATION OF MTDP

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 6-7

[Text]

Gen. Goro Takeda, Chairman of the Joint Staff Council, Japanese Self-Defense Forces (JSDF) last week urged early implementation of the FY 1980-84 Medium-Term Defense Program (MTDP), stressing the JSDF will not be able to repel even small invading forces even after fulfilling the MTDP targets. He made the remarks at a meeting of the Defense Council organized by business leaders.

The MTDP, based on the Defense Program Outline which was decided on by the Cabinet and the National Defense Council in October 1976, calls for procurement of ¥2,700,000 million to ¥2,800,000 million in frontline equipment, including 77 F-15 interceptor fighters, 37 P-3C antisubmarine patrol aircraft, 39 naval ships and 301 Model 74 tanks.

On the Ground Self-Defense Force (GSDF), Takeda said personnel ratio to complement strength of 180,000 men will have to be boosted to 89 percent from the current 86 percent by the end of the period. Although GSDF munition stocks will be doubled under the MTDP, he said, there would still be shortages in tanks and antiair weapons. In case Japan is invaded, he continued, the GSDF after the completion of the MTDP would only be capable of defending certain areas for a limited period. However, it would never be able to repel the invading forces.

The Maritime Self-Defense Force (MSDF) is not capable of defending key straits, especially the Soya Strait north of Hokkaido, Takeda said. On defense of vital sea lanes for commercial fleets, he said, the MSDF would not be able to cope with enemy nuclear-powered submarines.

As for the Air Self-Defense Force (ASDF), he said air bases' support capacity will be increased to intercept attacks. However, he added, attack and transport capabilities would still be insufficient.

Takeda also stressed the importance of Japan's positive defense efforts, pointing out the Japanese people's defense consciousness is less than in the United States and Europe.

CSO: 4120

MILITARY

ASDF CONCLUDES E-2C SUPPORT EQUIPMENT CONTRACTS

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 7-8

[Text]

By the middle part of July, the ASDF had concluded two contracts for procurement of support equipment for the Grumman E-2C aircraft, eight of which are to be imported. A total of ¥11,640 million is authorized in the FY 1980 national budget for procurement of E-2C support equipment. The first contract worth ¥6,590 million was signed in late June as a foreign military sales (FMS) contract between the Japanese Defense Agency and the United States Navy. The second contract, concluded in mid-July, was a commercial contract between JDA and C. Itoh Aviation. Under the ¥3,255.5 million contract, C. Itoh Aviation will import and deliver to JDA a set of factory test equipment by December 1982. A further contract worth ¥1,000 million will be awarded to C. Itoh Aviation in December 1980 for import of initial parts needed for the equipment.

In addition to these two contracts, a ¥730 million contract will be let to local manufacturers for supply of engine test benches and other items not required to be imported.

The first FMS contract for the E-2C support equipment was signed in FY 1979, for six items worth ¥2,087 million. These and the items covered by recent FMS and commercial contracts will first be used for training ASDF mechanics in the US in FYs 1980-82 before shipment to Japan in early 1983.

The first ASDF E-2C squadron comprising 300 personnel and four aircraft ordered in FY 1979 will be activated in FY 1983. Four more aircraft will be ordered in FY 1981.

MILITARY

ROLAND BEING EYED AS ASDF SHORT-RANGE SAM

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 p 8

[Text]

The Air Self-Defense Force (ASDF) is reportedly briefing the internal bureaus of the Japanese Defense Agency (JDA) on its short-range surface-to-air missile (SAM) procurement plan based on the Euromissile Roland. The ASDF plans to procure the SAM from FY 1981 together with 20mm antiair machine guns and portable missiles to strengthen air defense capabilities of airbases, radar sites and other important facilities.

However, the bureaus may seek some changes in the ASDF plan because the Ground Self-Defense Force (GSDF) has decided to procure domestically-developed short-range SAMs from FY 1981. Some officials within the JDA bureaus are reportedly suggesting the ASDF adopt the domestic SAMs. The infrared-ray-homing domestic SAM is, however, more expensive than the radar-homing, all-weather Roland.

The ASDF plans to procure 12 sets of short-range SAMs under the FY 1980-84 Medium-Term Defense Program. It intends to request funds for two sets in FY 1981.

CSO: 4120

MILITARY

GSDF MAY DELAY START OF BELL AH-1S PROGRAM

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 8-9

[Text]

The GSDF may delay the start of its Bell AH-1S procurement from FY 1981 to FY 1982, according to current indications. The program was originally scheduled for inclusion in the defense budget requests for FY 1981 which will be drafted by the end of August. But, it is now thought impossible for the JDA's internal bureaus to complete studies on the AH-1S draft program pending issuance of a final report on the operational evaluation tests of the antitank helicopter from the GSDF. The report is due by the end of July, providing little time for JDA to study and approve the program.

The GSDF started operational evaluation of the AH-1S with only one helicopter last year. From April this year, two helicopters have been used in formation maneuvers. A final report on these tests has been required as the basis for the GSDF program to activate 3.5 antitank helicopter squadrons, equipped with 36 AH-1S TOW-Cobras.

The GSDF is expected to strive for authorization of the program during FY 1980 so that it can start in FY 1982.

CSO : 4120

MILITARY

BRIEFS

AMMUNITION IMPORT--As part of the artillery reequipment programs under the present MDP, the GSDF plans to procure in FY 1981 the Japanese Tan-SAM short-range surface-to-air missile, the M-110A2 203mm self-propelled howitzer, a man-portable SAM, and a 155mm self-propelled howitzer. The M-110A2 203mm and 155mm self-propelled howitzers are to replace present 203mm and 155mm weapons which were supplied by the US when the GSDF was organized over two decades ago. The GSDF wants to procure 43 M-110A2 howitzers from local manufacturers during the present MDP beginning with seven units. The 203 mm ammunition, however, will have to be imported, at least initially, since the industry lacks expertise in manufacture of such advanced types of ammunition. [Text] [Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 p 9]

HERCULES PROCUREMENT--Latest moves in ASDF planning for aircraft procurement under the FY 1981 budget indicates that six Lockheed C-130 transports will be procured as a first step to augment 24 C-1 transports to achieve authorized strength of 36 aircraft in the ASDF transport inventory. It is unlikely that a type other than the C-130 will be selected. The number of the aircraft under FY 1981 funding, however, may have to be reduced because of budgetary priorities on other types of aircraft. These aircraft include four E-2Cs, ten F-1s, 19 T-2s, four T-3s, four V-107s, and three MU-2s. In selecting the C-130, the ASDF is placing emphasis on strengthening its transport capabilities. It is not certain whether the ASDF will replace C-1s with C-130s in the future. [Text] [Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 p 6]

CSO: 4120

ECONOMIC

JAPANESE UNEMPLOYMENT FIGURES DOWN IN JUNE

OW290305 Tokyo KYODO in English 0230 GMT 29 Jul 80

[Text] Tokyo July 29 KYODO—The employment situation in June continued to remain favorable with the unemployment rate after seasonal adjustment declining 0.09 point over the previous month to 1.89 percent, according to the monthly labor force survey reported to the cabinet Tuesday.

The rate was the third lowest in the past year period.

Director General Taro Nakayama of the Prime Minister's office told the cabinet meeting that the number of jobless in June totaled 1,050,000.

The working force population totaled 57,630,000, an increase of 540,000 (0.9 percent) over a year ago.

Number of workers totaled 56,580,000, up 600,000 (1.1 percent) over the same month of last year.

Those in the construction, manufacturing and service industries increased 0.9 percent, 1.0 percent and 1.7 percent, respectively, over the previous month after seasonal adjustments while those in the wholesale-retail industry remained at the same level.

Nakayama also reported to the cabinet that the jobless rate in the January-June period of this year averaged 2.0 percent, down 0.2 percent from the same period of last year.

Meanwhile, the labor ministry said Tuesday that the effective application to opening ratio in June stood at 0.75, virtually the same as in May.

It said the ratio in the first half of calendar 1980 averaged 0.73, considerably higher than the 0.64 for the same period of last year.

This indicated a further improvement in the employment situation.

The favorable situation was attributed to the fact that effective job offers in the January-June period increased 11.3 percent over the same period of 1979 while effective job seekers declined 2.6 percent.

CSO: 4120

EC-000111

TIGHT ECONOMIC POLICY FOR JAPAN URGED BY BANK

04010828 Tokyo KYODO in English 0807 GMT 1 Aug 80

[Text] Tokyo, 1 Aug, KYODO--The tight economic policy laying emphasis on checking inflation must be held for the time being since inflationary pressure is still strong, although business conditions are believed to move gradually toward slowdown, a Bank of Japan report said Friday.

The annual monetary report for 1979 said that it is necessary not to produce a vicious cycle of wage-price spiral by preventing price hikes of oil and other imported materials from spreading into domestic prices through maintenance of such policy. [sentence as received]

If the policy succeeds in keeping business and household confidence alive, despite a possible temporary business slowdown, a long uptrend in business will become possible, the report said.

As for last year, the report said that the Japanese economy has absorbed shocks caused by crude oil price hikes in 1979 more smoothly than in 1973 when the world was hit by the first oil crisis, despite a widening current account deficit and the yen's depreciation.

In coping with the second oil crisis, the Central Bank has been squeezing credits gradually through successive official discount rate hikes and tighter quantitative controls on commercial bank lendings to enable the nation to tide over the crisis without causing major confusion, according to the report.

CSO: 4120

ECONOMIC

OECD REVIEWS JAPANESE ECONOMY IN ANNUAL SURVEY

OW071145 Tokyo KYODO in English 1111 GMT 7 Aug 80

[Text] Paris Aug 8 KYODO—Japan should continue its fight against inflation but relax the present tight monetary policy without any delay when there is a definite prospect of price stabilization, the Organization for Economic Cooperation and Development (OECD) said Friday.

The Paris-based OECD, a club of 24 richest non-communist nations including Japan, gave the advice in its annual survey.

"There is no doubt that policies at present should give priority to containing inflation," the OECD said. But, it added, "A not-too-belated adjustment of monetary policy will be required to prevent private investment from coming to a standstill."

The OECD stand gives support to growing moves among Japanese government leaders to relax the current restrictive stance in fiscal and monetary policies in light of signs of an economic slowdown.

"(Japanese) monetary policy, during the fiscal year 1979, had the difficult task of checking inflationary behavior and expectations without exerting too great a negative influence on the recovery of domestic demand—a task complicated by the sharp rise of interest rates abroad and the strong downward pressures on the exchange rate of (the yen)," the OECD noted. But "the recent reversal of interest rate trends in major foreign markets provides scope for some re-orientation of monetary policy," it added.

The survey report gave a high mark to the performance of the Japanese economy in the past 18 months or so. "The performance of the Japanese economy has in many respects remained favorable in spite of serious disturbances from abroad," it said. "In 1979, for the second successive year, real GNP (Gross National Product) expanded by around 6 percent, spurred first by strong domestic demand growth and later on by an upsurge in exports, and labor market conditions improved," it added.

This, the report said, has been achieved by such factors as efforts made by Japan to maintain high growth rates, improvements in employment and moderate price increases in comparison with other advanced nations. In short, this owes much to the execution of appropriate policy measures by the Japanese government, it noted.

Japan's consumer prices registered a small increase of less than 10 percent last year despite a two-fold increase in crude oil prices in the year, the report said. This is attributable to large productivity gains and a moderate wage rise, which came in spite of weak employment situation.

Referring to the short-term outlook of Japan's economic performance, the OECD said Japan's real economic growth may decelerate to around 3.75 percent over the 12 months to mid-1981. This is because the deflationary effect of the second "oil shock" of 1979-80 will begin to be felt in the period on a full-fledged basis, it said.

The OECD also said "The turnaround in Japan's balance of payments position (from surplus to deficit) has been one of the most striking features of developments of the last 18 months or so." "For the first time since late 1975, the seasonally adjusted current external balance (of Japan) swung into deficit in the second quarter of 1979. The deficit widened rapidly thereafter, reaching an annual rate of around dollar 21 billion in the first four months of 1980," it observed.

The OECD said, however, "barring any substantial increase in oil prices the deficit is expected to be reduced over the next 12 months or so."

In this conjunction, the OECD said Japan should not promote exports in a reckless manner for the elimination of the deficit.

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ECONOMIC

MISSION TO VISIT EUROPE FOR Y-XX TALKS

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 1-2

[Text]

Three top executives of Japanese aircraft manufacturers will visit Fokker Aircraft and Airbus Industrie from July 19 to 28 for detailed discussions on their proposals for participation in Japan's Y-XX medium airliner development project.

Their visit was decided on at a meeting of the Policy Subcommittee, Aircraft Division, Aircraft and Machinery Industry Council, MITI, June 27. The three representatives are managing directors K. Ikeda of MHI, T. Yamada of KHI and I. Shibuya of FHI.

A fact-finding team of the Society of Japanese Aerospace Companies (SJAC) sent to Europe last April held only brief talks with European aircraft manufacturers on the Y-XX program as its primary purpose was to collect data regarding the European aircraft industry. The next three-member mission will call at only the two European manufacturers to discuss details of their respective Fokker F-29 and Airbus Industrie SA-1 and -2 projects, including Japan's participation share.

The result of the mission will be reported to the Policy Subcommittee meeting in late July or early in August to decide whether to conduct Y-XX market research independently or with one of the two European firms and Boeing Co. on a nonbinding basis. The decision will be made within August to enable MITI to request needed market research funds in FY 1981.

Of the three foreign companies, Fokker has decided on a definite shape of its F-29 project. In case of Airbus Industrie's project which has yet to take a definite shape, however, Japan would be able to propose its own plan. Furthermore, care would have to be used to avoid competition in development of Y-XX-size aircraft with Boeing which has close ties with the Japanese aircraft industry in the Boeing 767 program.

Considering these, the subcommittee will exercise prudence in making any decision. Formal approval for the Y-XX aircraft development will probably be delayed until FY 1982 at the earliest.

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ECONOMIC

ERAAE TO FABRICATE JET ENGINES FOR STOL AIRCRAFT

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 2-3

[Text]

The National Aerospace Laboratory (NAL) of the Science and Technology Agency will place an order with the Engineering Research Association for Aero-Jet Engines (ERAAE) for fabrication of the FJR-710/600S jet engines to be mounted on the experimental low-noise fan jet STOL (short takeoff and landing) aircraft under development by NAL. The contract will be signed within July.

The STOL aircraft, a modified version of the C-1 transport, is scheduled to make its first flight in February or March 1984.

Its FJR-710/600S engine is a special version of the 5.5-ton-thrust FJR-710/600, developed by MITI's Agency for Industrial Science and Technology, with the engine mount and air intake modified. NAL plans to procure six FJR-710/600S engines for the experimental STOL aircraft. The FY 1980 budget authorized ¥1,090 million to be disbursed over the next three years for two engines. Delivery is slated for February or March 1983. Funds for the remaining four will be authorized under the FY 1981 and 1982 budgets.

ERAAE will soon hold a board meeting to approve fabrication of the engines into its FY 1980 business plans. It will complete necessary preparations by next April. The MITI agency will also include research and development of the special version in its FY 1981 FJR program to be drafted at the end of August.

NAL has been negotiating with KHI on fabrication of high lift devices and flight control systems of the experimental STOL aircraft. Development of functional parts for the aircraft will also be undertaken by the same firm.

CSO: 4120

ECONOMIC

JAPAN-UK ENGINE JOINT VENTURE MEETING HELD IN TOKYO

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 p 3

[Text]

The second board meeting of Rolls-Royce and Japanese Aero Engines Limited was held at the head office of Ishikawajima-Harima Heavy Industries Co. (IHI) in Tokyo July 11. Ashley Raeburn, Chairman of the company and Vice Chairman of Rolls-Royce Limited, and all Japanese and British board members attended the meeting.

Although details of the meeting were not revealed, it is said that the board discussed development and schedules of the RJ500 engine program, marketing situation, specifications, engine prices and financing measures.

Approximately 40 Japanese engineers are now at Rolls-Royce's Bristol facilities, working with British staff on the initial launching program and the work is reportedly progressing on schedule.

The board has reportedly agreed to promote studies on new aircraft projects of such manufacturers as Boeing, Airbus Industrie and Fokker Aircraft, financing and other related matters. The next board meeting is expected to be held in October.

Prior to the meeting, Raeburn and A.D. Jackson of Rolls-Royce met Shohei Kurihara, Director-General, Machinery and Information Industry Bureau, MITI, and Noboru Hatakeyama, Director, Aircraft and Ordnance Section of the same bureau, and discussed the RJ500 engine program and other items of mutual interest.

CSO: 4120

ECONOMIC

INDUSTRY EYEING LICENSE PRODUCTION OF RAYTHEON/FORD AIM-9L

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 3-4

[Text]

Japanese missile manufacturers are eyeing license production of the Raytheon/Ford AIM-9L air-to-air missiles (AAM) for the F-15 fighters, which is expected to begin in FY 1981 following Mitsubishi Electric Corp.'s (MELCO) license production of the AIM-7F AAMs starting in the current fiscal year.

The ASDF plans to request funds for 300 to 350 AIM-7Fs and 600 to 700 AIM-9Ls for F-15J/DJ aircraft in FY 1981. It will consider license production of the AIM-9Ls while preparing the budgetary request as MHI, MELCO and Toshiba have made license production proposals.

The most promising candidate for prime contractor for license production is MHI, which has undertaken development and production of the ASDF's IR-AAM-1 missiles, and development of the IR-AAM-2 and dog-fighting AAM under TR&DI programs. The firm's proposal is believed to include plans to conclude a license production contract with Raytheon. In this respect, attention is also on to MELCO, which has already tied up with Raytheon for license production of the AIM-7E AAMs for F-4EJs and the AIM-7Fs for F-15s.

CSO: 4120

ECONOMIC

SJAC URGES EARLY START OF ASDF MT-X PROGRAM

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 pp 4-5

[Text]

Chairman Eiichi Ohara of the Society of Japanese Aerospace Companies (SJAC) called on Toru Hara, Administrative Deputy Minister for Defense July 11 and asked for early start of domestic development of the MT-X, the next ASDF intermediate trainer. Ohara also called on Yukie Omori, Director-General, Technical R&D Institute (TR&DI) of the Defense Agency, for the same purpose. During these visits, Ohara was accompanied by directors of MHI, FHI, KHI---the three major airframe manufacturers---and IHI, the largest Japanese aero engine manufacturer who is engaged in development of a small turbofan engine for the MT-X, and Shimadzu, an aircraft systems and parts manufacturer. Eitaro Murai of SJAC was also in the party.

In requesting an early start of the MT-X domestic development, the SJAC chairman pointed out that Japan should continue efforts on research and development for domestic aircraft in order to upgrade its aircraft industry as a major national industry and also a basic defense industry. The aircraft industry, it was emphasized, is an industry that calls for pooling of knowledge and thus inspires technical innovation in other industries through propagation of expertise gained from its efforts. Domestic development of the MT-X, in this respect, would not only serve to secure increased work in the aircraft industry but also open new routes for materialization of advanced technical knowledge available from the Japanese airframe manufacturers as well as aircraft systems and parts manufacturers. Know-how gained from the MT-X development program would contribute to further upgrading technical standards of the Japanese aircraft industry, Ohara said.

An early start of the MT-X development was urged since there is no program for a domestic aircraft except research work on the control-configured vehicle (CCV). It was pointed out that no military aircraft has been developed since the C-1 tactical jet transport and the T-2 supersonic advanced trainer. These aircraft were developed over a decade ago. In order to train engineers and keep them abreast of technical advancement, such a long interval between development programs should be eliminated as quickly as possible, he said.

It was also pointed out that an aircraft development program usually requires a long lead time since early technical studies are essential for success of the total aircraft system in view of reliability, maintainability, and life-cycle cost. It is also desirable development of related systems and components be started at an early date, he added.

Demand from the SJAC to the Defense Agency for early start of the MT-X development should encourage the ASDf that plans to initiate the program in FY 1981. It is expected that an MT-X prototype will fly by FY 1985 and production will continue well into the '90s.

CSO: 4120

ECONOMIC

CONTRACT CONCLUDED WITH NGTE FOR FJR710 ENGINE TEST

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 p 2

[Text]

The Engineering Research Association for Aero-jet Engines (ERAJE) has finalized a formal contract with the National Gas Turbine Establishment (NGTE) of the United Kingdom for high-altitude testing, by the latter, of the 5.5-ton thrust FJR710/600 Japanese turbofan engine. Numbers 7 and 9 engines will undergo in January-February period of 1981 about 30 hours of tests to confirm high-altitude performance. Constant performance, acceleration and deceleration, and other necessary testing will be conducted by NGTE. The engines will be air-freighted to the United Kingdom in early December. Further testing is planned during FY 1981.

UK collaboration on testing of the FJR series of Japanese engines dates back to FY 1973 when the FJR710/20 engines were tested. During FY 1980, 975 hours of test runs are scheduled. In FY 1981, the final year of the program, engines will undergo about 1,500 hours of testing.

CSO: 4120

BOEING 767 PROGRAM REPORTED ON SCHEDULE

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 2-3

[Text]

On the second anniversary of the Boeing 767 program formal go-ahead, the record for the new-generation airliner effort shows two years of on-schedule progress toward factory completion of the new twinjet, Boeing has announced.

The program started July 14, 1978, with a 30-plane order from United Airlines. Since then, firm orders have increased to 152 from 13 airlines in the US, Canada, Europe, Australia and Asia, and 136 options. The number is more than for any previous Boeing jetliner program at the same time after starting. Program planning was finalized at the go-ahead point, and in the following 24 months, detail design of the aircraft has been virtually completed. Transition is now being made from the design phase to actual production, the announcement said.

About half of the new 211-passenger, twin-aisle airliner will be produced following Boeing specifications by firms other than Boeing. The risk-sharing program participants, the Civil Transport Development Corporation of Japan and Aeritalia of Italy, as well more than 250 major subcontractors and suppliers in the U.S., Canada, Japan and Europe report satisfactory progress. This includes production of graphite composite parts by Aeritalia and CTDC, as well as Boeing's Wichita, Kansas, plant.

Deliveries of production airliner structural parts from non-Boeing firms will begin in August, with in-spar ribs scheduled to arrive from Kawasaki Heavy Industries, a member of the CTDC consortium. Shortly thereafter, crown panels

for fuselage sections will arrive from Kawasaki and Mitsubishi Heavy Industries, with the first wing-to-body fairing scheduled to arrive from Fuji Heavy Industries in November. In December, the first graphite composite structure, an inboard aileron, will be received from Aeritalia, Boeing said.

By the end of 1980, all major assembly tooling will be operating. The first 767 will roll out of new final assembly bay at the Everett plant in August 1981, with initial test flights scheduled for late September next year.

CSO: 4120

ECONOMIC

CTDC PREPARING 767 PRODUCTION SETUP

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 3-4

[Text]

The Civil Transport Development Corp. (CTDC) is preparing Japan's Boeing 767 production setup, including production schedules and cost controls, as aircraft manufacturers have started shipping components to the Everett plant of Boeing Co. to assemble the first 767.

Kawasaki Heavy Industries (KHI) and Japan Aircraft Mfg. Co. shipped main wing ribs July 21 to the plant. This will be followed by shipment of the rear fuselage sections by Mitsubishi Heavy Industries (MHI) Aug. 11 and the front fuselage sections by KHI Aug. 12. All components subjected to Japan's manufacturing will arrive at the Boeing plant by early next year.

In the preparation of the production setup, CTDC intends to hold talks with Boeing to revise component prices in the original contract on the 767 development and production program since Japanese manufacturers have made design changes.

It will also review current manufacturing processes to increase cost efficiency. More changes in designs may be made during the review.

Another problem facing CTDC is Japanese manufacturers' dependence on materials from abroad, which limits their cost saving efforts and frequently delays acquisition of materials. To increase local supply of material, CTDC plans to seek further cooperation of domestic aircraft material suppliers.

CSO: 4120

ECONOMIC

JAMCO RECEIVES 757 GALLEY ORDERS FROM EASTERN AIR LINES

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 p 4

[Text]

New Japan Aircraft Maintenance Co. (JAMCO) has received orders from Eastern Air Lines of the United States for galleys for Boeing 757s. They comprise firm orders for 24 and options on the same number. Delivery is to start in January 1982.

At present, orders for approximately 100 757s including options have been placed by Eastern, British Airways, Transbrazil and Aloha Airlines. Due to Eastern's galley orders accounting for a half of the existing 757 orders and options, JAMCO will be able to take the leadership in 757 galley production.

The company received galley orders from All Nippon Airways in 1970, followed by orders from Japan Air Lines in 1971. Later, it received galley orders from foreign airlines. It has also obtained orders for Boeing 747 galley units directly from Boeing Co. At present, about a half the 747s in operation are reportedly using JAMCO galleys.

The firm failed to win any orders from major US carriers. As to galleys for Boeing 767s, it is approaching TWA for 20 galley orders after obtaining five orders from Ansett Airlines, two from China Airlines and four from PWA. The orders from Eastern are expected to have some impact on the approach to TWA, JAMCO says.

CSO: 4120

ECONOMIC

IHI PLANS HUGE EQUIPMENT INVESTMENT IN AEROSPACE DIVISION

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 4-5

[Text]

Ishikawajima-Harima Heavy Industries (IHI) has decided to invest about ¥5,500 million for equipment in its aerospace division in the current fiscal year starting last April as increasing orders for aero engines are expected. The figure, representing a nearly 70 percent increase from the previous year, is the highest ever for the division.

In FY 1979, it invested ¥3,300 million in equipment to cover the Defense Agency's first orders for F-100 engines for F-15 fighters and T-56 engines for P-3C antisubmarine patrol aircraft at the end of FY 1978. Early this year, the firm received orders from Rolls-Royce for RB-211 engine parts.

Under its FY 1980 equipment investment program for boosting jet engine production capacity, IHI transferred its No. 2 Kure works in Hiroshima Prefecture to the aerospace division July 1 in addition to its Tanashi and Mizuho works in Tokyo. The 29,000-square-meter No. 2 Kure works had been engaged in manufacturing machines for ships. New equipment mainly includes grinders, vacuum furnaces, compactors, horizontal broaching machines and various numerically controlled machine tools.

Orders in FY 1980 are expected to increase to about ¥115,000 million from ¥61,000 in FY 1979. They will include 148 engines for support fighters and helicopters as well as 70 F-100s and 42 T-56s to be covered by the JDA's second-stage F-15 and P-3C orders.

IHI projects sales in the current fiscal year at ¥54,000 million, slightly more than FY 1979's sales, as increasing orders will begin to boost sales in about two years.

It forecasts its workload may rise 40 percent in two years. The present workload is 20 percent more than that of two years ago. It intends to subcontract affiliated firms for a part of the workload.

ECONOMIC

SJAC TEAM FLIES TO EUROPE FOR Y-XX TALKS

Tokyo JPE AVIATION REPORT-WEEKLY in English 30 Jul 80 pp 5-6

[Text]

A three-man mission of the Society of Japanese Aerospace Companies (SJAC) left for Europe July 19 to talk with leaders of Fokker Aircraft and Airbus Industrie on Japan's possible participation about joint development of new medium airliner projects coded here as the Y-XX.

It will discuss details of the two European firms' proposals on the joint Y-XX development program during negotiations as some parts of the proposals are unclear in spite of studies by a SJAC fact-finding delegation which visited Europe last April.

Fokker in its proposal has revealed plans to use the Boeing 737 fuselage for development of the F-29. However, the Japanese side does not know how Fokker's talks with Boeing Co. have been progressing, according to local aircraft industry sources.

As to Airbus Industrie, SJAC wants to know whether all of the countries comprising the consortium will have equity participation in a possible joint program with Japan.

The three mission members---managing directors I. Shibuya of FHI, K. Ikeda of MHI and T. Yamada of KHI---are expected to have selection of a joint Y-XX development partner in their mind while proceeding with negotiations. The Japanese aircraft industry must speed up selection work because the Ministry of International Trade and Industry (MITI) intends to request funds for Y-XX market research the next fiscal year.

The Y-XX program has already been studied at the Policy Subcommittee, Aircraft Division, Aircraft and Machinery Industry Council, an advisory body to MITI. A special committee for its promotion has been set up within SJAC. According to MITI's ideas, the Y-XX will have a seating capacity of 100 to 130 and short field capabilities.

Within the aircraft industry, some quarters have been urging a delay in promoting the Y-XX program as future air traffic demand and fuel sources are uncertain at present. However, selection of a joint development partner would have to be carried out because of the program's close relations with MITI's budget requests, a majority of industry leaders agree.

CSO: 4120

SCIENCE AND TECHNOLOGY

LAUNCH OF EARTH RESOURCES SATELLITE SET FOR 1987

Tokyo JPE AVIATION REPORT-WEEKLY in English 23 Jul 80 p 10

[Text]

The Science and Technology Agency plans to launch Japan's first land observation satellite (LOS-1) in August 1987 to observe earth resources and environmental development.

According to a plan presented to the Space Activities Commission July 10, such Japanese satellite makers as Toshiba Corp., Mitsubishi Electric Corp. and Nippon Electric Co. will start development of the LOS-1 and related equipment in FY 1981.

The remote sensing satellite is designed to collect data about land utilization, natural resources, environmental pollution and water utilization throughout the world. Its life-cycle will be two years.

It will circle over the earth at an altitude of about 700 kilometers and return to an original point in about 16 days. Its launch vehicle will be the H-1A liquid fuel rocket to be developed domestically for large commercial satellites in the latter half of the 1980s.

The 1.3-ton LOS-1 will be equipped with three kinds of sensors, including visual infrared radiometers and stereo cameras, which will be capable of verifying 25-meter-long objects.

CSO: 4120

SCIENCE AND TECHNOLOGY

SCIENCE, TECHNOLOGY WHITE PAPER CALLS FOR JAPAN'S SELF-RELIANCE

OW050323 Tokyo KYODO in English 0308 GMT 5 Aug 80

[Text] Tokyo, 5 Aug, KYODO--Japan should strive toward creative innovation in science and technology to become self-reliant within the 1980s, the Science and Technology Agency proposed Tuesday.

The proposal was made in a White Paper on Science and Technology for Fiscal 1979 submitted to a regular cabinet meeting.

Reviewing scientific and technological development in the post-war era, the White Paper expressed the feeling that Japan, after being largely dependent on foreign technology for so long, has now achieved parity with other advanced nation.

But now, Japan should aim at developing creative techniques in the 1980s to promote further economic development and strengthen its international bargaining power, the paper said. It cited energy, electronics, life science, materials, transportation, aerospace and disaster prevention as areas where major development was still possible.

The paper also proposed an improvement in the state's appropriations for science and technological development, noting that financial outlays, which exceeded 2 percent in 1971 slowed down in the late 1970s.

The ratio of the state's budget for science and technology innovation in the general account fell from 3.3 to 3.4 percent in the late 1960s to 3.1 to 3.2 percent in the 1970s, and went below 3.0 percent in fiscal 1978, it said.

This was lower than the United States, West Germany, France and the Soviet Union, the paper pointed out.

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